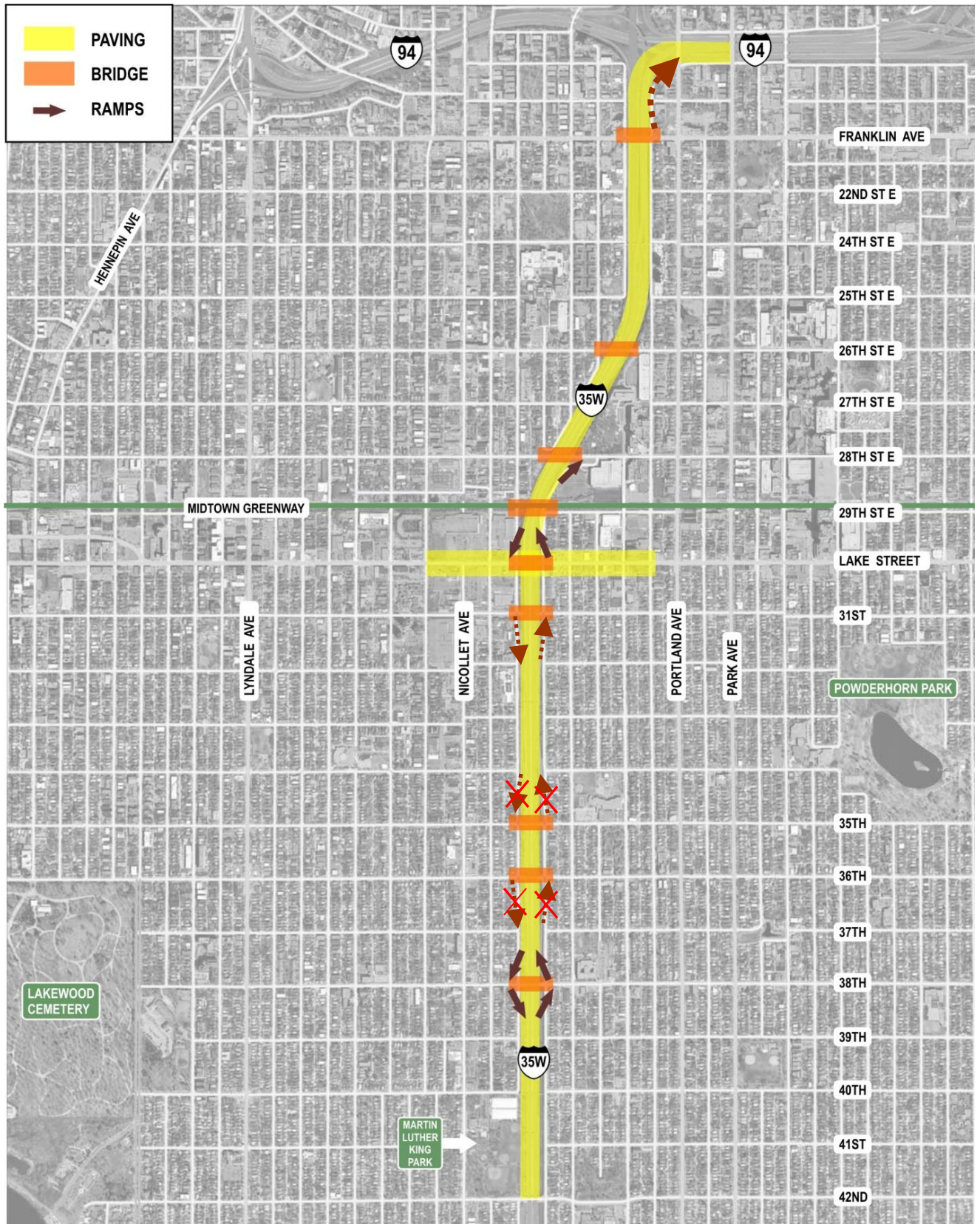


# **35W / Lake Street Transit Access Project**

**September 25, 2012**

# 35W / Lake Street Design - 2004



# Plan Characteristics

	2004
Roadway	Freeway Expansion
Bridges	Franklin 26 <sup>th</sup> St 28 <sup>th</sup> St Midtown Greenway Lake St 31 <sup>st</sup> St 35 <sup>th</sup> St 36 <sup>th</sup> St 38 <sup>th</sup> St
Design Options	Full Layout
Cost	\$500 million
Transit Functions	Only Preserved Space – No Station

# City Council and Mayor Approved December 7, 2007 Resolution

December 7, 2007

The following is the complete text of the unpublished summarized resolution.

**RESOLUTION2007R-640**  
**By Glidden, Colvin Roy**

**Supporting the development of a fiscally responsible plan and providing a high quality inside lane multi-modal BRT station at Lake Street, a high-quality connection to the Midtown Greenway, and access at Lake Street as part of the I-35W access improvements and Lake Street Reconstruction.**

Whereas, the highest priority for the City of Minneapolis on 35W is to be a partner in regional efforts to increase use of transit; and

Whereas, global warming is a recognized threat to our environment and economy which can be addressed in part by providing transit choices for commuters that are cost-effective, reduce carbon pollution, and create shared economic benefits; and

Whereas, the City of Minneapolis strongly supports implementing Bus Rapid Transit (BRT) on 35W as soon as possible and this vision is shared by a broad, bipartisan coalition of mayors, city council members, county commissioners, and legislators along the entire 35W corridor south of Downtown; and

Whereas, the U.S. Department of Transportation's decision to award a \$133 million Urban Partnership Agreement (UPA) grant to 35W is a huge step forward toward implementing this shared BRT vision; and

Whereas, full BRT service on 35W should include at least two high quality inside lane stations in Minneapolis at Lake Street and 46th Street; and

Whereas, the UPA grant does not include funding for a BRT Station at Lake Street, and failure to construct a new station at this location would either require buses to cross over from the inside lane to the outside lane at Lake Street, or otherwise by-pass Lake Street altogether, neither of which is a sound or acceptable option; and

Whereas, a weakness in the final UPA application was that it did not include a transit-dedicated lane in both the northbound and southbound directions; and

Whereas, any actions we take to make the UPA program more successful increases the chance that further UPA dollars or similar funding will be available in the future; and

## **Midtown Greenway**

Whereas, the City recognizes and supports the increased development and high and growing bicycle and pedestrian use of the Midtown Greenway; and

Whereas, the City supports planning for the potential of adding rail transit in the Midtown Greenway to connect the neighborhoods and businesses along the corridor to a future network of transit lines including the Hiawatha LRT, 35W BRT, and Southwest LRT lines; and

## **Access at Lake Street**

Whereas, the decision to build 35W without complete access at Lake Street was a disservice to the City of Minneapolis and the neighborhoods and businesses on Lake Street, and the City strongly supports complete access at the Lake Street interchange to and from 35W, including the multi-modal BRT station, as soon as possible; and

Whereas, transportation projects in Minneapolis should use the best urban design principles that strengthen community cohesion and function through the built environment, share benefits among all facets of the community and create more transit use by large employers; and

## **Current Proposal**

Whereas, the estimated cost for current proposal to provide complete freeway access at Lake Street grew and grew to include many expensive components not necessitated by providing access at Lake Street; and

December 7, 2007

Whereas, the current cost of the 35W Access Project is in the range of \$430-480 million, not including full costs of additional connections to I-94, and is not currently funded; and

Whereas, the Minnesota Department of Transportation is delaying transportation projects across Minnesota due to lack of funds and Governor Pawlenty has twice vetoed transportation funding bills; and

Whereas, there is a substantial pent up demand for transportation dollars across Minnesota and even if a transportation bill were passed in the next legislative session, there is no guarantee that the current 35W Access Project proposal would be funded; and

Whereas, Governor Pawlenty has asked for ways to reduce the cost of the project; and

Whereas, the region's needs for a inside lane BRT station at Lake Street, a high quality connection to the Midtown Greenway and access at Lake Street are urgent and must not be held up by adherence to financially and politically unrealistic proposals;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis supports refocusing its 35W efforts on developing a fiscally responsible plan which include the City's highest priorities: 1) A high quality inside lane multi-modal BRT station at Lake Street; 2) a high quality connection to the Midtown Greenway; and 3) access at Lake Street.

Be It Further Resolved that the portions of the current 35W Access Project north of 28th Street and south of 31st Street should be reprioritized into either a) a second phase of a new Lake Street Access Project; or b) a second project to be pursued after funding is secured for the City's higher priorities described in the first resolving clause.

Be It Further Resolved that staff be directed to work with Hennepin County, as the acting lead agency, MnDOT, the Metropolitan Council, State Legislators as well as residential neighborhood and business stakeholders, to develop a new proposal consistent with this resolution and maintaining appropriate components of the mitigation program adopted by the Project Advisory Committee.

Be It Further Resolved that Public Works staff be directed to study whether or not to include a northbound exit ramp from 35W to 28th St, including cost estimates of the project with or without that ramp. Public Works staff must report back to the Transportation and Public Works Committee with an update no later than March of 2008.

Adopted 12/7/2007. Yeas, 12; Nays, 1 as follows:

Yeas - Hodges, Samuels, Gordon, Hofstede, Ostrow, Schiff, Colvin Roy, Glidden, Remington, Benson, Goodman, Johnson.

Nays - Lilligen.

**Whereas, the highest priority for the City of Minneapolis on 35W is to be a partner in regional efforts to increase use of transit; and**

**Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:**  
**That the City of Minneapolis supports refocusing its 35W efforts on developing a fiscally responsible plan which include the City's highest priorities: 1) A high quality inside lane multi-modal BRT station at Lake Street; 2) a high quality connection to the Midtown Greenway; and 3) access at Lake Street.**

# Technical Work and Project Outreach

## Project Partners

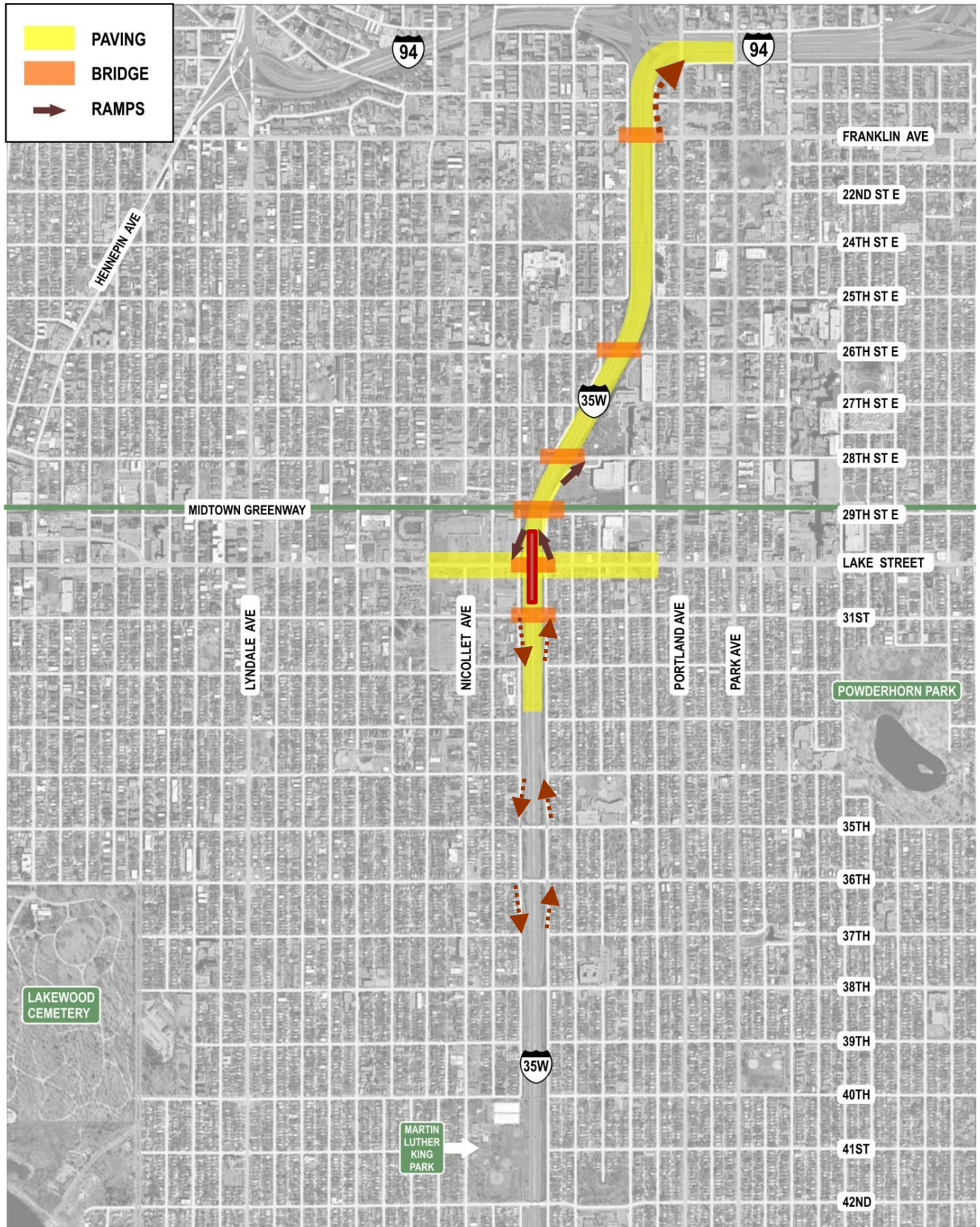
- City staff used the December 2007 Council Resolution to work with our project partners to create a focused scope of work to bring project elements to a 30% design

## Project Outreach

- Policy Advisory Group
- Project Advisory Committee (PAC)
  - representatives from institutions, business associations, neighborhoods, appointees from mayor, council members, county commissioners, partner agencies
- Neighborhood and Business Association Meetings
- Project Website
- Open Houses
- Community Events



# 35W / Lake Street Design - 2012



# Comparison of Plan Characteristics

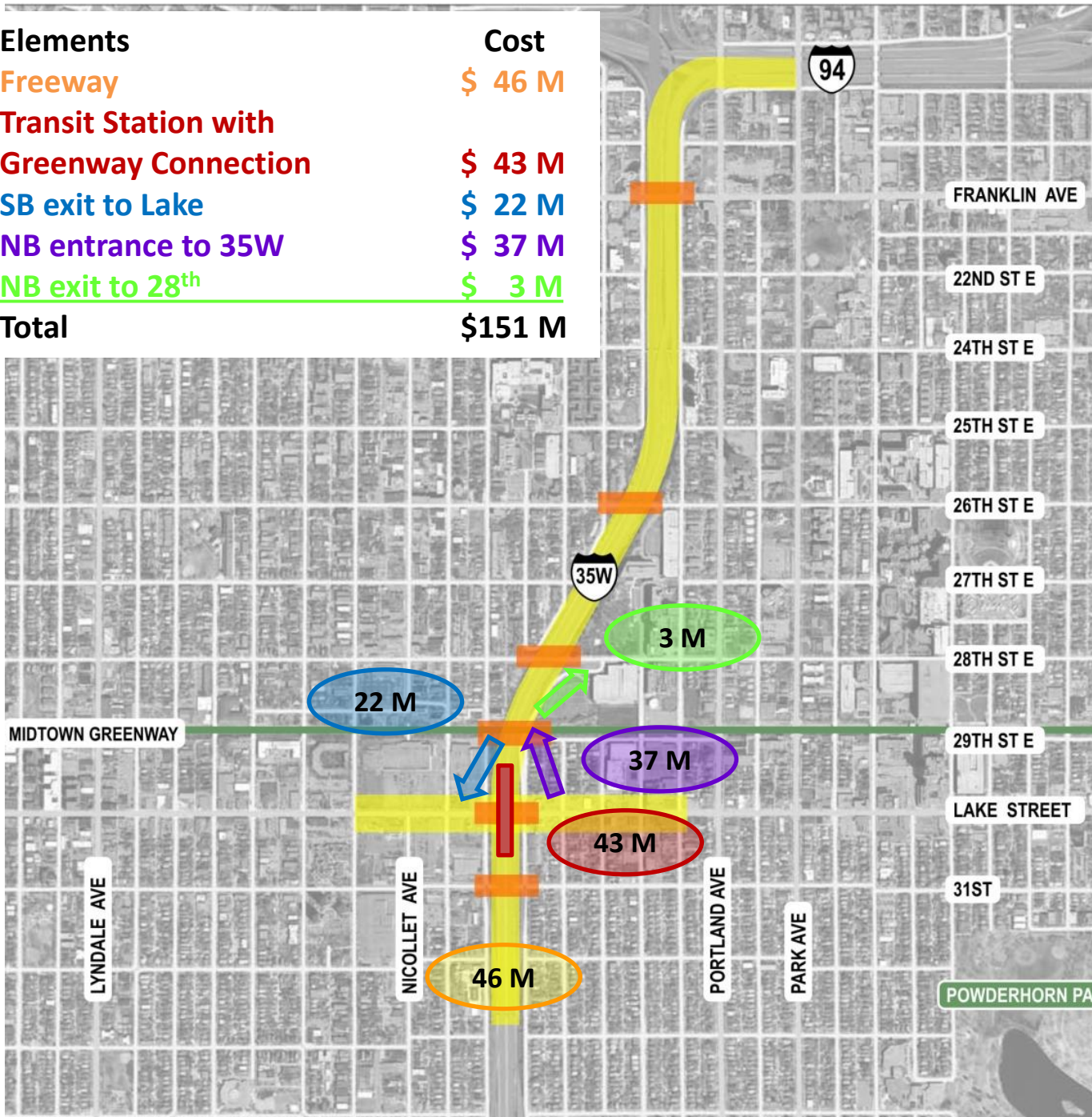
	2004	2012
Roadway	Freeway Expansion	Limited Freeway Expansion
Bridges	Franklin 26 <sup>th</sup> St 28 <sup>th</sup> St Midtown Greenway Lake St 31 <sup>st</sup> St 35 <sup>th</sup> St 36 <sup>th</sup> St 38 <sup>th</sup> St	Franklin 26 <sup>th</sup> St 28 <sup>th</sup> St Midtown Greenway Lake St 31 <sup>st</sup> St
Design Options	Full Layout	Menu of Options
Cost	\$500 million	\$150 million
Transit Functions	Only Preserved Space – No Station	High Quality Transit Station



# 35W / Lake Street Design – 2012

## Cost by Element

Elements	Cost
Freeway	\$ 46 M
Transit Station with Greenway Connection	\$ 43 M
SB exit to Lake	\$ 22 M
NB entrance to 35W	\$ 37 M
NB exit to 28 <sup>th</sup>	\$ 3 M
Total	\$151 M



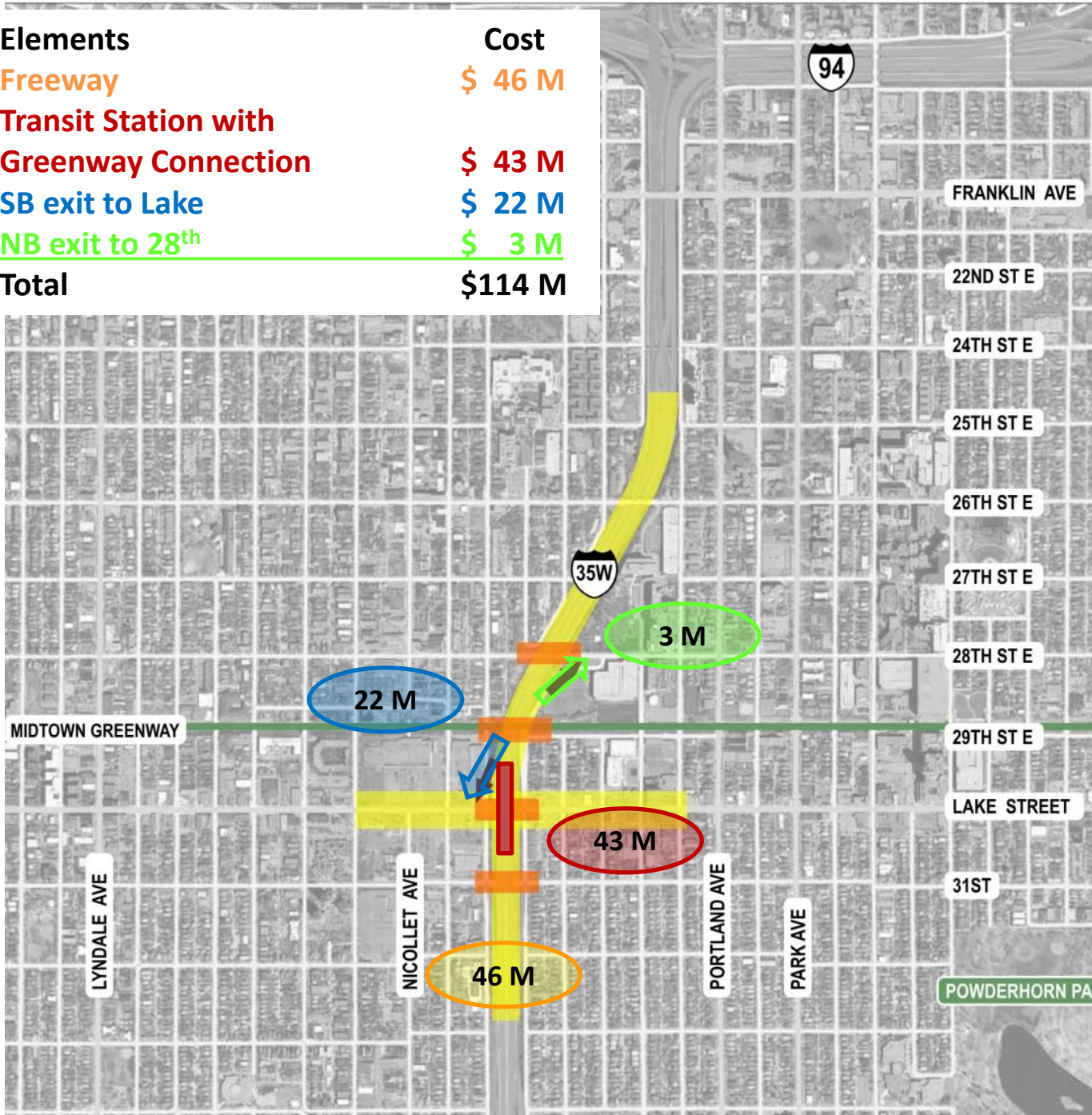


# 35W / Lake Street Design – 2012

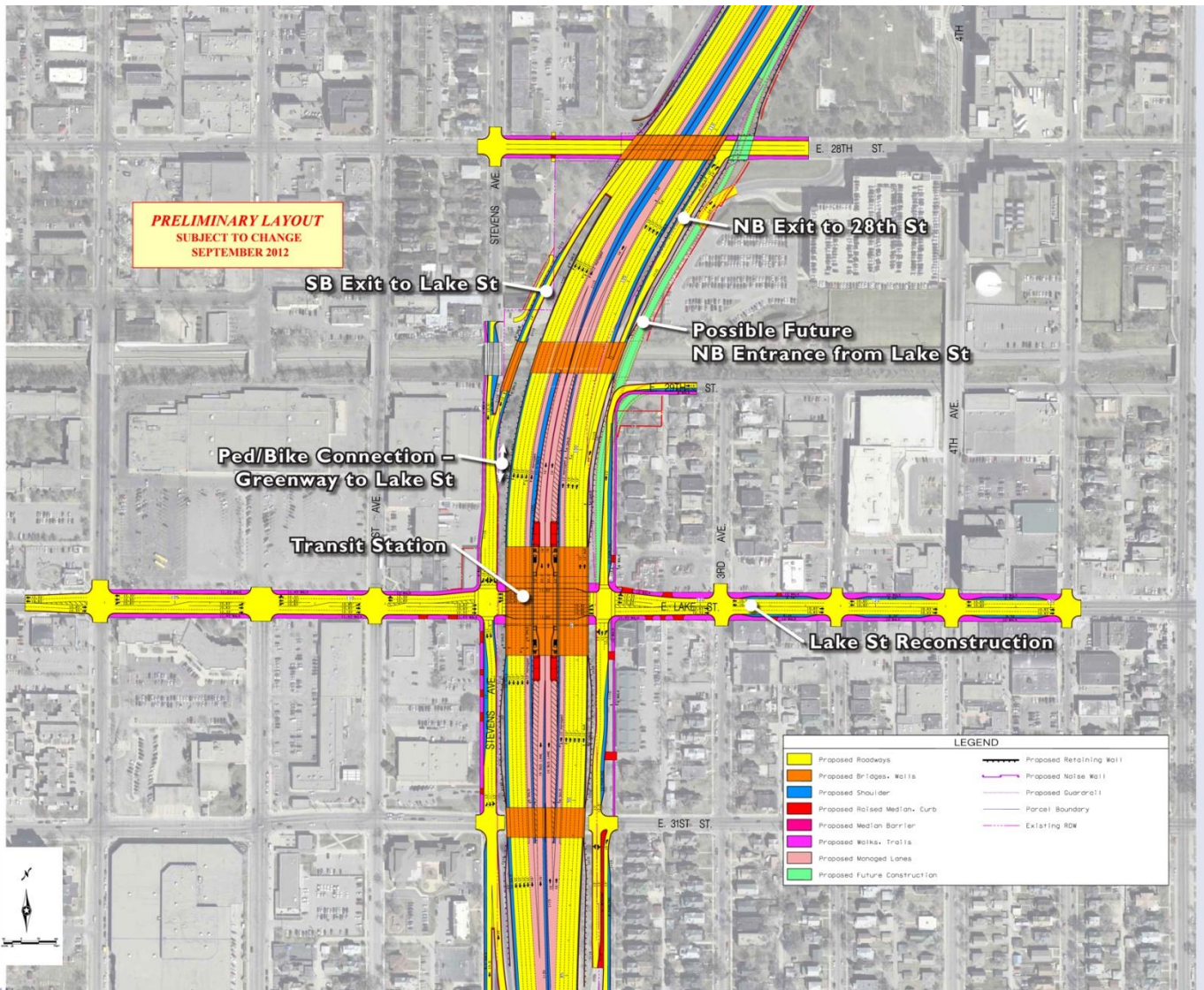
## Without NB Entrance Ramp

### Cost by Element

Elements	Cost
Freeway	\$ 46 M
Transit Station with Greenway Connection	\$ 43 M
SB exit to Lake	\$ 22 M
NB exit to 28 <sup>th</sup>	\$ 3 M
Total	\$114 M



# Preliminary Layout



Transit Access Project Proposed Improvements

**Project Partners:**  
Hennepin County  
City of Minneapolis  
MNDOT  
Metro Council/Metro Transit

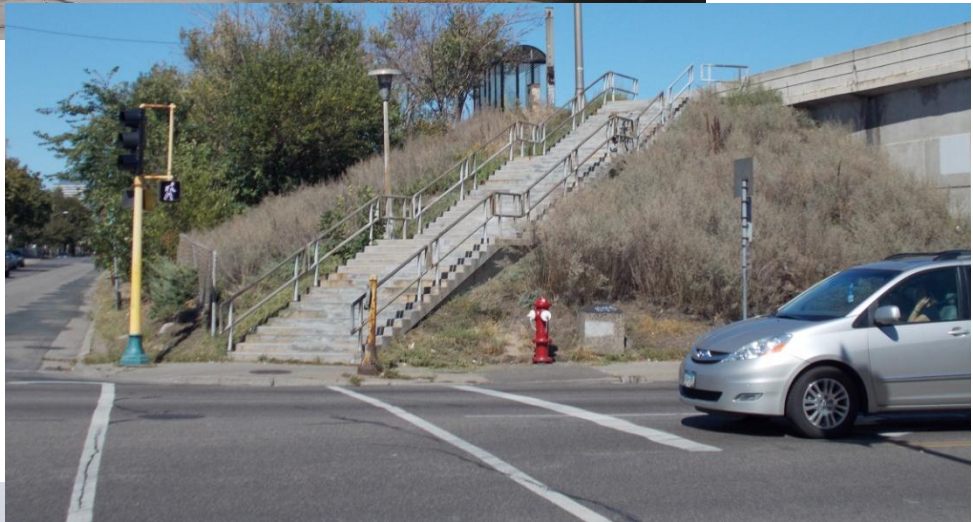
SEH,  
EEK, a Perkins Eastman Company  
CH2M Hill  
Zan Assoc.



# Lake Street - Today



Street Level



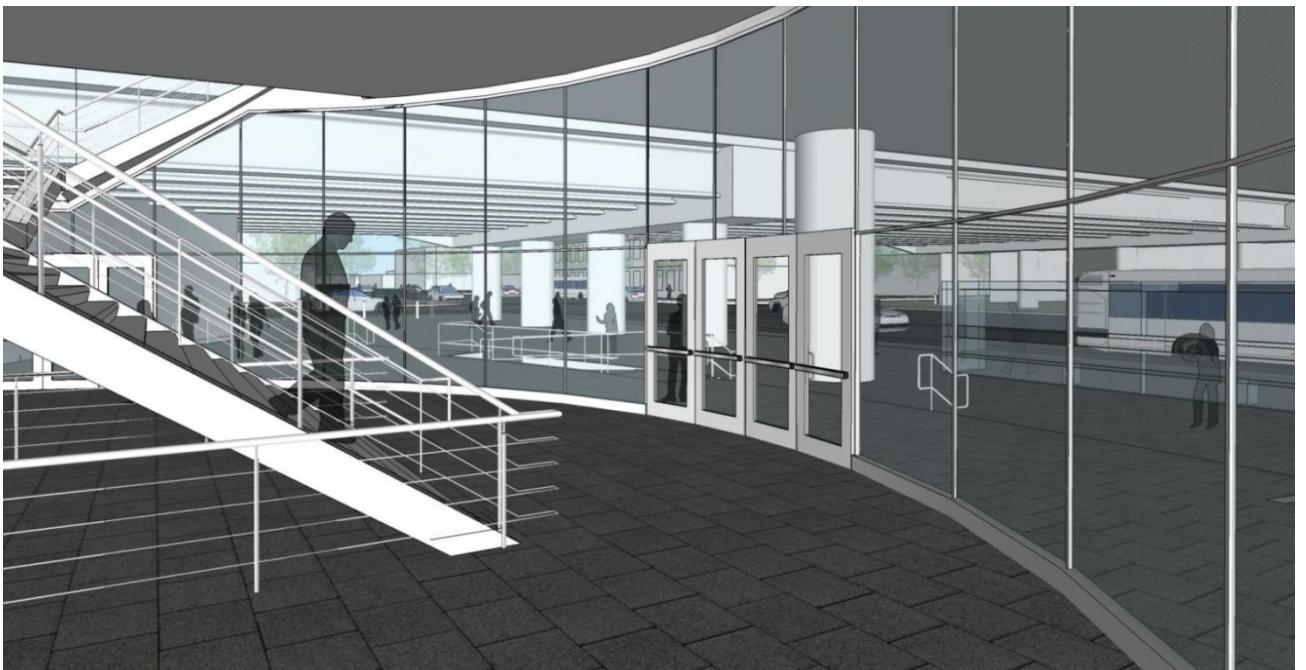
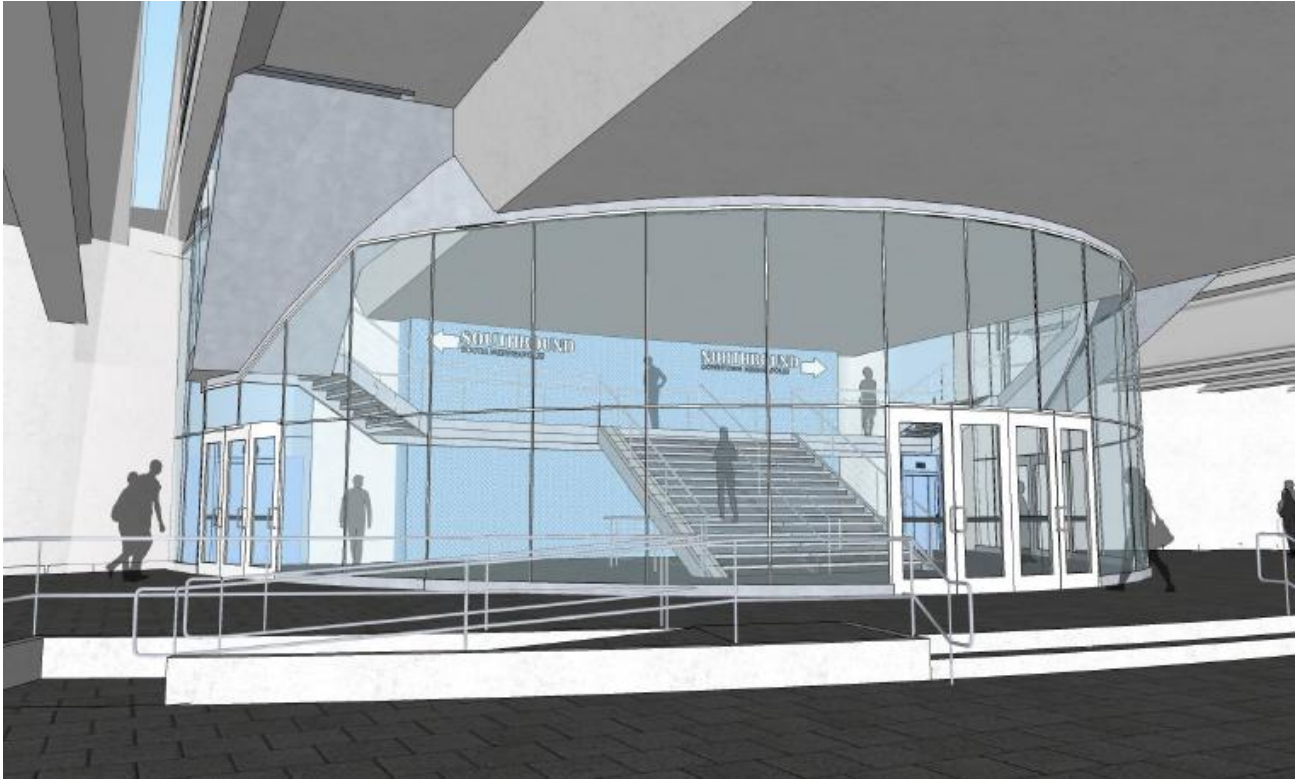
Freeway Level



# Lake Street – with Station

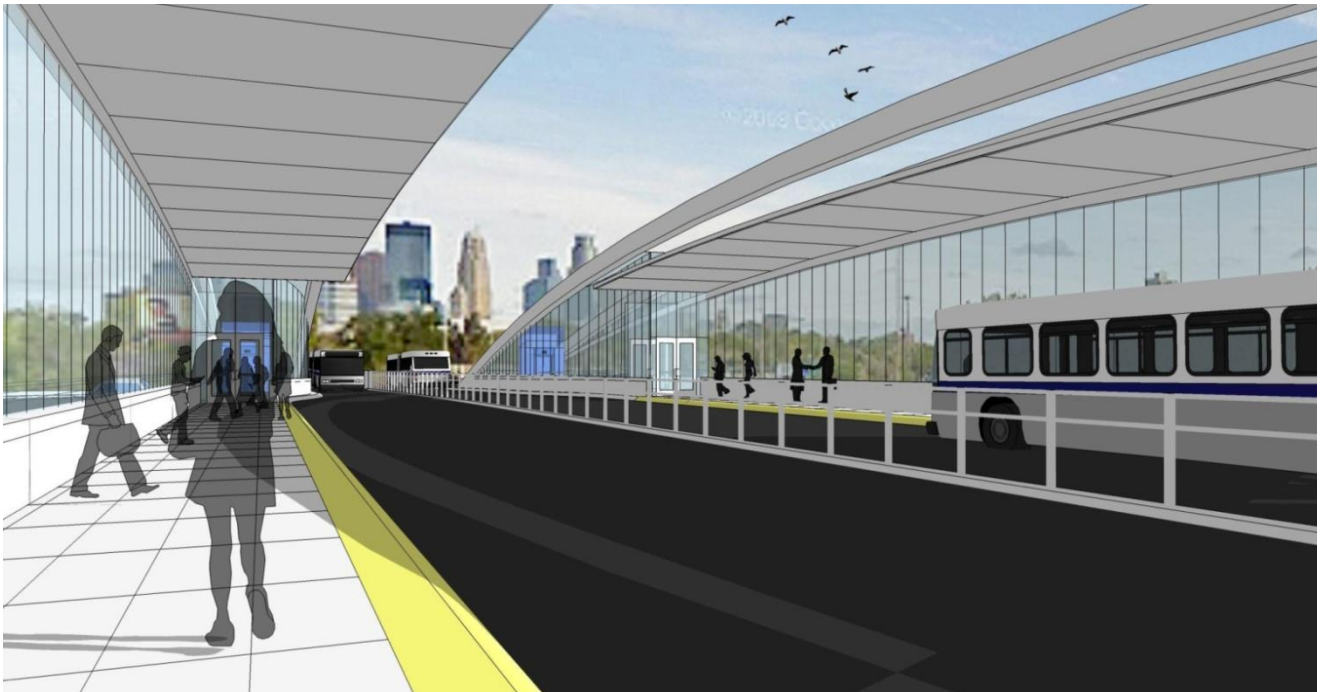
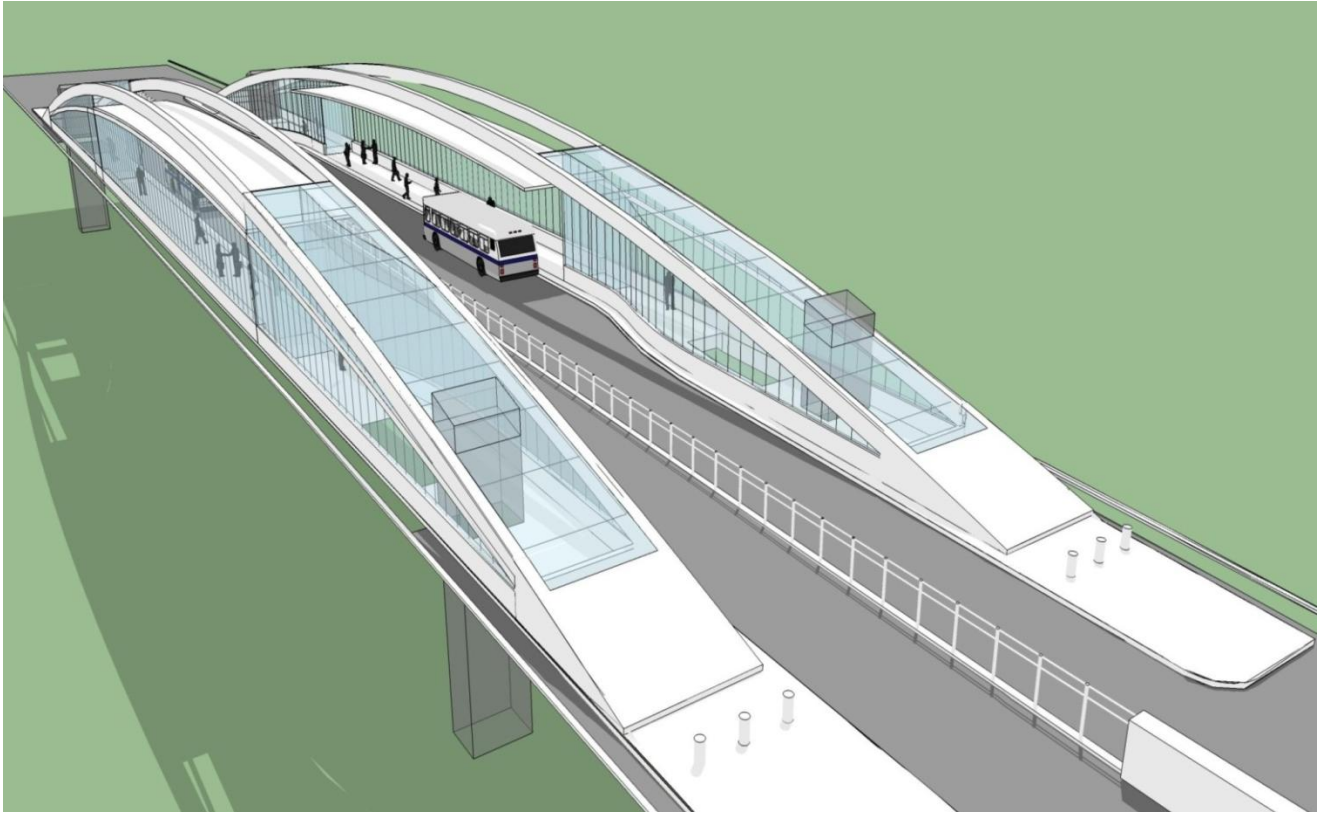


# Lake Street – with Station





# Lake Street – with Station





# Next Steps

- **Consensus with project partners on scope of the project**
- **Discussions with Federal Highway Administration (FHWA)**
  - **Project Elements**
  - **Drainage**
- **Complete 30% Design**
- **Complete environmental documentation**
- **Pursue funding opportunities**
- **Municipal Consent**